

Johnson's Island Road Commission
Minutes of Special Meeting Held at Rick's House
Friday, February 25, 2022 3 PM
JIRC Website: thejiroad.com

Attendance:	Dave Klugman	Present
	Mike Kelty	Present
	Glenn Beachy	Present
	Sig Nachman	Present
	Joe Gouker	Present
	Bob Cailor	Present by Phone
	Rick Schulz	Present

With all members attending, a quorum was present.

Visitors: Pat Schwan, Richland Engineering

The meeting was called to order by the president, Dave Klugman.

There were 4 topics of discussion:

First, Joe provided an update on the Burke "Right to Drain" issue:

- Mr. Burke has decided he wants the drain placed on the North side of his property. This places it on the 5 ft setback between his house and the Zamacnik property.
- A private electrical pole must be moved for the drain to be placed in this location.
- Part of the agreement with Burke is that JIRC would pay the \$2,800 required to move the pole.
- It was moved by Joe, and seconded by Dave, that we approve this payment. **Approved 7-0.**
- First Energy found an electrical problem (not to code) with the hookup on this private pole, which must be repaired before the pole can be moved.
- Joe met at the site with Mr. Burke, and an electrician to discuss the situation. The electrical repairs will cost \$1,600, plus the potential of \$500 for trenching to the new pole location. Since this is a private pole, these costs would fall on Mr. Burke. However, the code issue would not have been found if the pole were not to be moved for our purposes.
- To avoid the possibility of this causing our agreement with Mr. Burke to fall apart, Mike told Mr. Burke he would propose that the JIRC pay 50% of the upgrade costs. Mike moved, and Joe seconded, that we pay 50% of these costs. **Approved, 7-0.**
- It was pointed out that working on this 5 ft setback to place the drain will likely cause small incursions of the Zamicnik property, which is vacant. Dave knows this property owner and will discuss it with him. (Two days after this meeting, Dave informed us that he has talked to Mr. Zamicnik, and intruding on this property will not be an issue.)
- Rick will ask Saylor to proceed with final design drawings showing the drain in the agreed location.

Bottom line, we believe our years-long efforts to secure a drainage agreement for this section of "bad" roads have reached a successful conclusion.

Second, Pat Schwan, Richland Engineering, provided an update on the Engineering and Permitting for repairs to the causeway embankments leading to the high bridge.

The Army CoE has approved this project based on it being a repair to an existing structure, which will not expand the footprint of the structure within the Lake Waters. This allows the work to proceed under an existing National Permit.

The ODNR is reviewing the project. They have confirmed that the preliminary design did exceed their normal requirements for wave run-up in Sandusky Bay. It was determined that a wave height of 7.5 ft., applied on top of the Design Water Level of 576.3, would be appropriate. This would result in the design wave run-up elevation of 583.8 ft elevation (rounded to 584 ft.). The previous run-up elevation was 590 ft.

Pat has presented revised drawings based on the new lower wave height. These drawings have not been submitted to the ODNR, who will ultimately need to approve the calculations and drawings of the final design.

There were questions raised concerning certain design details of the revised drawings. These centered on the profile and slope of the armor rock to be placed below elevation 584 ft, the placement of toe rock, and the transition between the new anchor rock and the existing rock above 584 ft. Pat said he needs to involve his design team before responding to these questions. We agreed to set up a teleconference in the near future to resolve these design issues.

Third, Joe, who has taken the lead (as an island resident, not as a JIRC member) on the project for bringing water to the island, provided an update on the status of these efforts. Financing is close to being secured, and the Village Engineer is finalizing project details.

The JIRC has an interest in seeing that the project minimizes impacts on our roads. One method could be requesting that lines under our roads be bored or punched wherever possible. We are committed to working with this project to achieve the best outcome possible for island residents.

Fourth, Dave initiated a discussion of road ownership issues. The Johnson Island Investment Group (JIIG), a group of islanders (of which Dave is a member), was formed approximately 15 years ago to purchase common properties available as a result of the Zipfel bankruptcy. The intent was to keep them out of the hands of developers. This goal has been achieved. Conservancies have been formed for several properties, and others have been sold. However, island roads are still owned by JIIG. This is not a desirable long-term condition for the proper and sustainable governance of island roadways."

JIIG has been attempting for several years to transfer ownership of the roads to another entity. The Village and the County have declined. There have been preliminary discussions concerning conveyance of the roadways with several other entities including JIRC. Resolution of roadway ownership issues is desirable to address ROW issues related to the potable water project.

There being no further business, Dave moved to end the meeting. All agreed.

Respectfully,
Glenn Beachy
Secretary, JIRC